

Master Plan Map Comments for  
Multiple Districts

SUBMISSION OF  
 FOUNDATION FOR HISTORICAL LOUISIANA  
 LOUISIANA LANDMARKS SOCIETY  
 LOUISIANA TRUST FOR HISTORIC PRESERVATION  
 ZION CITY NEIGHBORHOOD IMPROVEMENT ASSOCIATION  
 REGARDING 2011 MASTER PLAN PROPOSED AMENDMENTS  
 FEBRUARY 1, 2012

**PROPOSED TEXT AMENDMENTS**

**Text Amendment 1 & 2: Lafayette Square Ass'n./ French Quarter Citizens/ VCPORA: Best Practices for Rail and Transit**

We support adding text to read: Best Practices Checklist for Rail and BRT SHALL be followed by the city and all entities. Add Text to end of sentence in #1 of "Best Practices" box: Rail and BRT cars travel in reserved, dedicated right of way or enhanced medians..."

**Text Amendment 4: PRC: National Register**

We support the staff recommendation to add information about availability for federal and state tax credits.

**Text Amendment 8.3: Mayor's Office: MP Amendments out of cycle**

If this amendment has not already been withdrawn, we strongly oppose this amendment as it allows changes to be made to the Master Plan out of cycle. It defeats the purpose and processes of the Master Plan.

**Text Amendment 10.3: Staff: Extend Preservation in PWRLD from 3-4 family to multi-family**

The staff assumes that all multi-family properties which have lost their non-conforming status SHOULD be allowed to become conforming. While it was acceptable to all that 8000 St. Charles Avenue should be allowed to become conforming, it is our experience that many multi-family structures in single family, low and medium density neighborhoods are not maintained and often contribute to blight. Therefore, many of these properties SHOULD lose their legal non-conforming status. When, as in the case of 8000 St. Charles Avenue, the neighborhood affirmatively supports first a change in the Master Plan and then zoning, the property can be restored to commerce. A one-size-fits-all solution allowing all multi-family properties – including those that are not compatible with the neighborhood – to retain legal non-conforming status should be rejected. Any change to conforming status should require appropriate input from area residents.

**Text Amendment 13: DDD: Lafayette Square Height Study**

We support the height limits established in the DDD's Lafayette Square/Upper CBD height study in order to maintain the historic nature of the area and, as the area needs immediate protection, the study should be incorporated into the Master Plan immediately and not wait until the CZO is completed. In particular we support the adoption of the Lafayette Square/Upper Height Study text and map as an Interim Zoning District (IZD), and incorporating the IZD text and map in its entirety into the Master Plan. Also, the staff recommendation of wording such as "generally encouraged" is too vague.

**Text Amendment 14.2: Tulane: Higher Education as an industry to expand**

We oppose the request insofar as it requests the inclusion of "expansion." We are concerned that the term "expansion" will be used in the future to justify Land Use Designation changes adversely affecting residential properties surrounding the universities. The staff's substitution of the word "strengthen" in place of "expansion" is a wise change. While we all want the universities to grow and prosper, we believe that they and the City can best grow and prosper through coordinated planning and involving neighborhood residents. Diversifying university activity in different locations rather than clustering all activities in a single location may be preferable to "expansion" of existing sites. Particularly with universities centered in parts of the City that are already dense, it is important that the universities be encouraged to conduct their planning in ways that will not unduly increase density or adversely affect quality of life in surrounding neighborhoods. Tulane's sports facilities, constructed in dense neighborhoods without sufficient parking, is an example of facilities that might better be located elsewhere. Thus, any amendment should be carefully worded to insure that "expansion" does not come at the expense of long-time residents, historic and characteristic architecture and general quality of life.

**Text Amendment 14.5: Tulane: Map of Medical District**

We support the inclusion of Tulane in the Medical District. While we agree with the staff's suggestion to delete "proposed" from the label for the VA Hospital, as it is funded and under construction, we believe the word LSU Teaching Hospital should be labeled "Proposed University Medical Center," as funding is not fully established.

**Text Amendment 14.6: Tulane: New "Campus District" Designation to include "expansion"**

See 14.2, above, regarding "expansion". It should be made clear that this amendment does not imply that the uptown campuses should be allowed or encouraged to expand their footprints. Before the FLUM of any property is changed to "Institutional," the owner should be required to specify the uses and densities for which the property will be used.

**Text Amendment 15.2: CM Gisleson Palmer: Historic Core Land Uses**

We have long been concerned about increasing height and density in the Vieux Carré. We support the inclusion of language in the Master Plan affirmatively prohibiting increases in height and density in the Vieux Carré.

**Text Amendment 15.3: CM Gisleson Palmer: Definitions for Density Regulation**

We support limitations on density in historically residential and mixed-use neighborhoods. We note that the CZO has historically controlled the expansion of non-conforming uses by prohibiting certain increases in density. We believe that strong clear language in the Master Plan and the CZO are needed to control the expansion of non-conforming uses.

**Text Amendment 16.1: Keith Hardie: New Land Use Categories relating to limiting alcoholic beverage usage in mixed use areas**

We support the inclusion in the Master Plan of language addressing Alcoholic Beverage Outlets. Over a number of years, the number of ABO's have increased significantly in the older neighborhoods of the City, particularly in mixed use areas, and have affected the quality of life, increased blight, and negatively affected non-ABO businesses. If this issue is not addressed in the Master Plan, it should be. ABOs are a major concern of many residents and a major source of the conflicts that come before many City boards and agencies. (And, we might add, the problems created by ABOs are no less appropriate to a Master Plan than other public health and safety concerns such as obesity and alternative transportation.) The proposed amendment merely adds a new land use category which could be used to control the growth of ABOs in areas where they are currently controlled by a patchwork of methods, including moratoria and conditional use regulation. The new designation would support the implementation of a single long-term planning tool for controlling the growth of ABO's and inform the CZO, where more detailed regulations could be drafted.

**Text Amendment 17: RTA: New Language related to transit and transportation in multiple places.**

We oppose the RTA amendment because it would exempt the RTA from the City's Master Plan. We support the staff recommendation.

**Text Amendment 18: Arts Council: Policy Guidelines for Donation of Public Art**

We support a policy governing public art and support the staff proposal, but believe that it should more strongly emphasize maintenance of existing public art.

**Text Amendment 19: Neighborhood Engagement Office: Neighborhood Participation Plan**

Any Neighborhood Participation System should be bottom up, not top down: no NPP system where the Mayor, CPC, or Council designate “stakeholders” should be considered. Neighborhood groups and community members should be given top priority and should not have their interaction with the City intermediated. We support the successful use of the ad hoc Carrollton Design Review Committee for properties that adjoin Carrollton Avenue. The committee is composed of members from each neighborhood that adjoins Carrollton Avenue from the River to City Park. It has architects, planners, attorneys, and neighborhood activists. We believe this is the model concept that would work citywide, and the concept should be included in the Master Plan with details worked out in the CZO.

**PROPOSED FLUM AMENDMENTS**

**FLUM Amendment PD 1-1.R: DDD: Change Lafayette Height Study Area FLUM Designation to Upper CBD Mixed Use**

We support this redesignation.

**FLUM Amendment PD 1-2.R: CM Gisleson Palmer FLUM Designation of VCC**

We support the redesignation of the VCC areas currently designated as Residential Medium-Density Pre-War as Historic Core Residential and the redesignation of VCC areas currently designated as Mixed Use Medium /High Density to Historic Core Mixed Use. We also support the similar redesignation of Bywater and Algiers Point, and the further identification of other areas of the City as deserving redesignation in order to “protect the historic character of those areas.”

**FLUM Amendment PD 3-3.R: Brian Gibbs: 8000 St. Charles**

We support this redesignation in light of the historic significance of this property. We note that this redesignation has the support of local neighborhood groups. (See our response to Text Amendment 10.3 above.)

**FLUM Amendment PD 3-4.R: Ben Gravolet: Tchoupitoulas/Alonzo/Front/State Proposed Change from Pre-War Residential Low Density to Mixed-Use Medium Density**

We support maintaining the current designation of Pre-War Low Density in light of the fact that so much of the surrounding neighborhood is Low Density, and it is important that these neighborhoods be preserved. In any event, as the staff points out, the site is completely inappropriate for mixed use.

**FLUM Amendment PD 3-5.R: TAKA, LLC: Carrollton/Neron/Short/Panola: Proposed Change from Pre-War Residential Low Density to Mixed-Use Low Density**

We support the staff recommendation as consistent with protection of the residential character of this section of Carrollton and preserving the view from the St. Charles Streetcar.

**FLUM Amendment PD 3-5R: CM Guidry: Camp/Henry Clay/Perrier/Exposition Blvd.**

We support the staff recommendation that the FLUM be changed from Institutional to Residential Low Density Pre-War in order to protect the residential quality of life in the surrounding neighborhood.

**FLUM Amendment PD 3-114: Staff: St. Charles bet. Broadway & Audubon**

This change was discussed briefly in the staff report under PD3- 105 & 106. The original staff proposal was to change from Residential Low-Density Pre-War to Residential Single Family Pre-War. We support that change, as it will protect the residential quality of St. Charles Ave. We presume that the staff recommendation for PD-114 has not changed.

**FLUM Amendment PD 3-105 & 106: Staff: Audubon St. bet St. Charles and Freret**

The staff originally proposed increasing the intensity of this area from Residential Low Density Pre-War to Residential Medium Density Pre-War. However, in the staff report of January 10, 2012, the staff reversed that change and recommended that these properties continue to be designated Pre-War Residential Low Density. We support the staff's recent recommendation.

**FLUM Amendment PD 3-7.3 -7.13: Tulane: Properties surrounding or near Tulane Uptown Campus: Proposal to Change from Residential Low/Medium Density to Institutional.**

We oppose Tulane's request for more intensive FLUM designation of Institutional and support the Staff's recommendation that there be no change in the designation. Many of these properties are in very quiet residential neighborhoods surrounding the Uptown Campus (see, e.g., the properties between Tulane and Calhoun St., in the 6300 blocks of Clara, Magnolia, and Robertson) and others are on the congested Broadway corridor. Institutional use of these properties will significantly affect nearby residences. Furthermore, Tulane has provided little or no information as to how these properties would be used or how they would affect traffic congestion.

**FLUM Amendment PD 4 -3.1.R: Xavier University: Area bounded by I-10, Washington Ave. and Short St. (Gert Town)**

We are generally in support of this proposed amendment. The area is currently a parking lot. There are no residential structures.

**FLUM Amendment PD 4 - 3.2R: Xavier University: Area illustrated below:**



We oppose the amendment to change to Institutional. We support the staff recommendation for Residential Low Density Pre-War and Mixed-Use Low Density. This area includes existing residential and historic structures.

**FLUM Amendment PD 4 - 3.3R: Xavier University: Area bounded by S. Jeff Davis Pkwy, Dixon Dr., S. Clark and Drexel Dr. General Commercial to Institutional.**

We are generally in support. The area is mostly parking for Xavier facilities.

**FLUM Amendment PD 4 - 9.R: HANO: Square bounded by Basin, Iberville, N. Robertson and St. Louis Streets - Pre-War Residential Multi Family to Mixed Use Medium Density**

We oppose the amendment. As noted by the staff, “the site covers ten city blocks and is occupied by seventy-six historic residential structures dating from 1941. The applicant requested the change in order to allow for redevelopment ...” but has not disclosed finalized plans to the public, nor completed the process of including the community.

**FLUM Amendment PD 4 - 10.R: CM Head: Properties with frontage along Earhart Boulevard between Broadway Street and Cambronne Street - Residential Low Density Pre-War to Mixed Use Low Density or Neighborhood Commercial.**

We oppose this amendment. This area is currently residential squares. Neighborhood commercial may also allow residential but it will encourage commercial infill that may adversely affect occupied residences.

**FLUM Amendment PD 4-17: STAFF: Institutional to Residential Low Density Pre-War Area illustrated below:**



We support the staff amendment. This area is mostly residential structures with room for more.

**FLUM Amendment PD 4-18: Staff: Area bounded by S. Clark, Washington Ave. and Euphrosine.**

We support the change from Residential Low Density Pre-War to General Commercial.

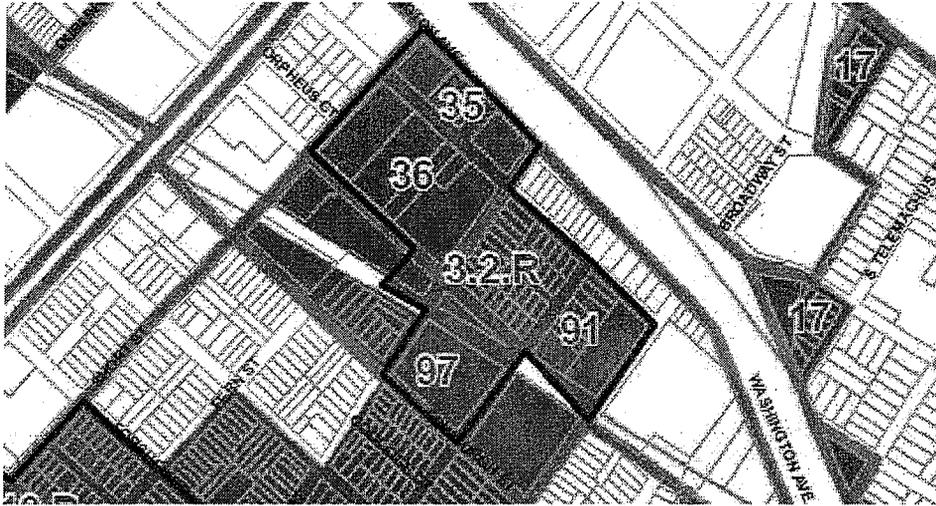
**FLUM PD4-26: Staff: – Area bounded by Euphrosine, Burdette St. and Martin Luther King Blvd.**

We oppose the staff recommendation to change from Residential Low Density Pre-War to Neighborhood Commercial. This area is comprised of a number of historic residential structures in close proximity to an historic residential neighborhood despite some commercial use. Appropriate Neighborhood Commercial may not be bad. Pre-War would be appropriate at the edge of this historic residential neighborhood.

**FLUM Amendment PD 4-35: Staff: Area bounded by Washington Ave., Short Street, Stroelitz St. and Lowerline St.**

We support the staff recommendation to change the adopted FLUM from Mixed Use Low Density to Institutional. Currently the area is Parking and University and no adjacent residential.

**FLUM Amendment PD 4-36: Staff: Area Illustrated below:**



We oppose the staff recommendation to change from Residential Low Density Pre-War to Institutional. Generally we would support this for Parking and University but are concerned about historic single and two family residences on Lowerline since permitted uses may have adverse affect on these residential uses.

**FLUM Amendment PD4-66: Staff: Portions of two squares bounded by D’Hemecourt, Baudin, and South Lopez Streets and South Jefferson Davis Parkway (Mid-City) Residential Low Density Pre-War to Mixed-Use Medium Density**

We oppose the staff recommendation to change the FLUM to Mixed Use Medium Density. Mixed Use is very permissive, allowing a large range of uses without a public hearing. While commercial development is appropriate for Tulane Avenue, this area consisting of residential and historic structures is a sufficient distance from Tulane whereas it should remain Residential Low Density Pre-War. Area residents should have the right to determine what sort of development they want to see in their neighborhood.

**FLUM Amendment PD 4-90: Staff: Area bounded by Audubon St., Edinburgh St., Broadway St. and Olive St. Residential Pre-War Low Density to Mixed-Use Low Density.**

We conditionally support this change to Pre-War Mixed Use. However, Low Density is more appropriate.

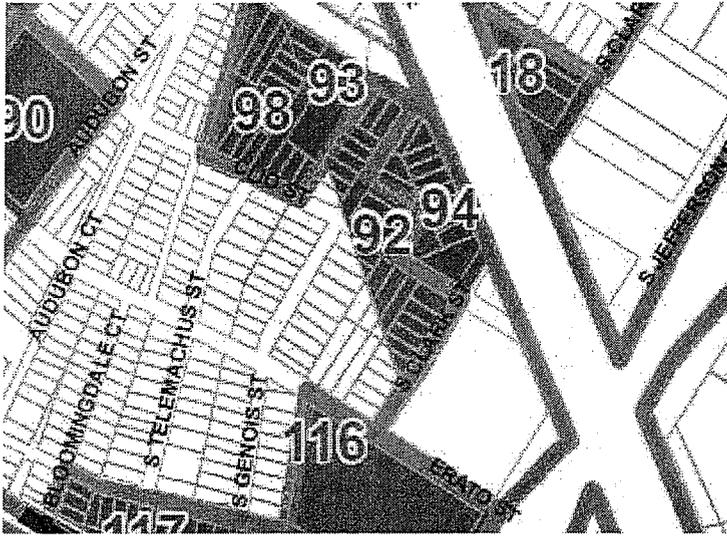
**FLUM Amendment PD 4-91: Staff: Area illustrated below:**



We oppose the staff recommendation to change from Residential Low Density Pre-War to Mixed Use Low Density. Pre-War Mixed Use Low Density is more appropriate.

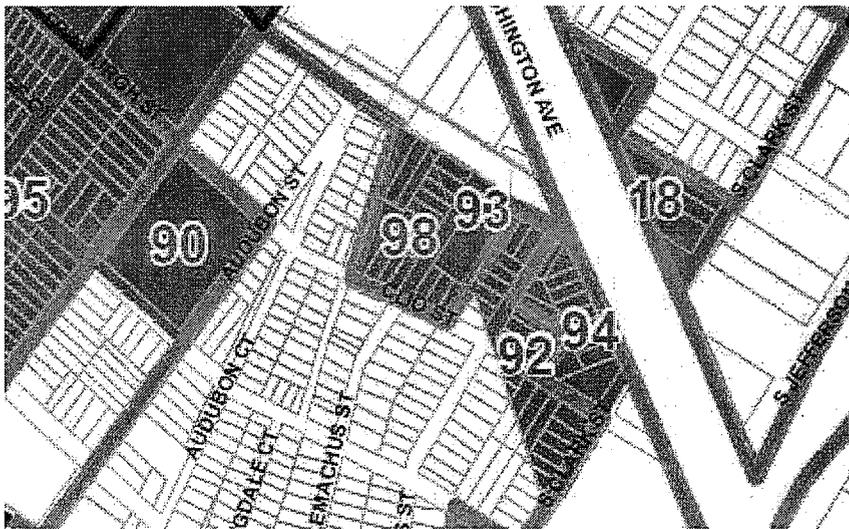
We generally support all except we would recommend retaining Residential Low Density Pre-War for the area bounded by Palm, Pine, Stroelitz, & Lowerline and divided by High Ct. All structures are historic 1-2 family residential and/or vacant lots in this area. Infill should be single-two family residential. There are no commercial structures.

**FLUM Amendment PD4-92: Staff: Area illustrated below:**



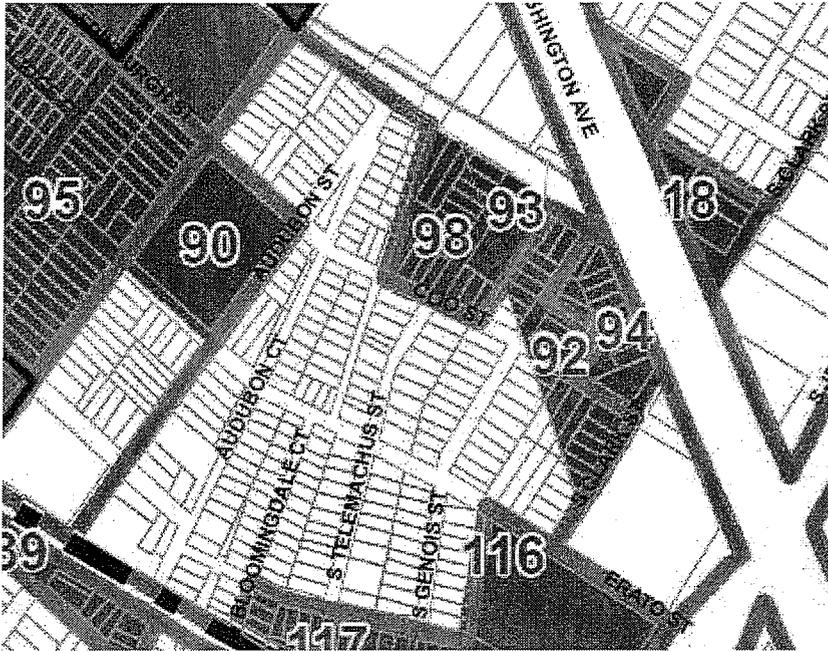
We oppose the staff amendment to change from Neighborhood Commercial to General Commercial. This area is mostly residential. A better land use would be Historic Urban Mixed Used Low Density.

**FLUM Amendment PD 4-93: Staff: Area illustrated below:**



We oppose the staff amendment to change from Neighborhood Commercial to Mixed-Use Low Density. Historic Urban Mixed-Use Low Density is more appropriate.

**FLUM Amendment PD 4-94: Staff: Area bounded by Washington Ave, South Clark, South Genois, and Clio Street. Area illustrated below:**



We oppose the staff amendment to change from Neighborhood Commercial to General Commercial. Historic Urban Mixed Use Low Density is more appropriate in this area.

**FLUM Amendment PD 4-95: Staff: Area bounded by Broadway St., Edinburgh St., Lowerline St., Olive St., and between Pine and Lowerline Streets.**

We support the staff amendment to change from Mixed Use Low Density to Residential Low Density Pre-War. There are many historic residences in this area.

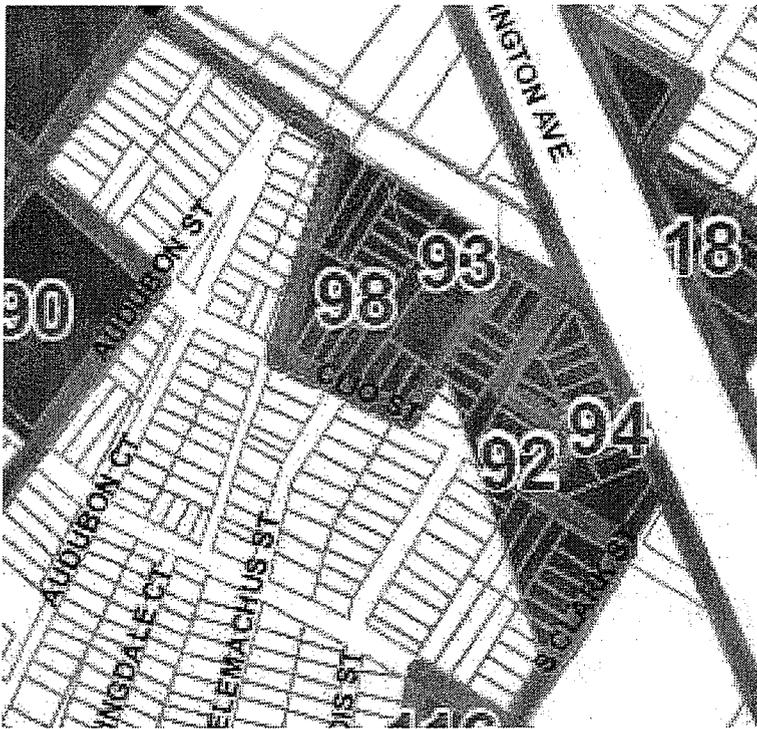
**FLUM Amendment PD 4-96: Staff: Area bounded by Fern Street, Oleander Street, Pine Street, Forshay Street, to between Lowerline and Pine streets, to Olive Street.**

We support the staff recommendation to change from Residential Medium Density Pre-War to Residential Low Density Pre-War. We support Medium Density Pre-War remaining for property fronting Earhart while the remainder of the area should change to Pre-War Residential Low Density. This is primarily a historic residential neighborhood.

**FLUM Amendment PD 4-97: Staff: Area bounded by Edinburgh St., Pine St., Palm St. and Lowerline St.**

We support the staff recommendation to change adopted FLUM from Residential Low Density Pre-War to Mixed Use Low Density. No historic residential structures remain on this square.

**FLUM Amendment PD 4-98: Staff: Area illustrated below:**



We support the staff amendment to change from Residential Low Density Pre-War to Mixed Use Low Density. A mix of residential lower density multi-family and commercial uses is acceptable.

**FLUM Amendment PD 4-114: Staff: Three squares bounded by South Lopez, South Dupre and Clio Streets and Earhart Boulevard (Zion City)**

We generally support the staff recommendation that this area be changed from General Commercial to HU-RD2. There are many historic residences within these 3 blocks. Given residents' desire within this area of Zion City to expand their neighborhood, staff should consider further down-zoning this area to HU-RD1.

**FLUM Amendment PD 4-115: Staff: Area illustrated below:**



We support the staff amendment to change from General Commercial to Historic Urban Mixed Use Medium Density. This is consistent with the loft / apartments under development; however this should not include 1-2 family residential between S. Clark and S. Genois. The Blue Plate building should be considered Historic Urban not General Mixed Use.

**FLUM Amendment PD 4 – 116: Staff: Area illustrated below**



We oppose the staff amendment as written to change from Residential Low Density Pre-War to Mixed Use Low Density. We would support a change from Residential Low Density Pre-War to Mixed Use Low Density for property fronting S. Clark between Thalia and Erato.

**FLUM Amendment PD4- 117: Staff: Area illustrated below:**



We oppose the staff amendment to change from Residential Low Density Pre-War to Mixed Use Medium Density. The area bounded by S. Genois, Bloomingdale Court, Thalia and Erato should be Historic Urban Low Density Residential consistent with existing 1-2 family historic residential structures and use.

**PD7-7R: Port of New Orleans: Wharf Area between St. Phillip and Marigny Streets:**

We oppose this amendment until there is more information and more public involvement, including public hearings.

**PD8-1R: Port of New Orleans: Wharf Area Between Lizardi and Delery Streets:**

We oppose this amendment until there is more information and more public involvement, including public hearings.

**PD9-1R: Port of New Orleans: Area Bounded by Elaine St., Read Blvd., Almonaster Ave. and GIWW:**

We oppose this amendment until there is more information and more public involvement, including public hearings.

**PD9-2R: Port of New Orleans: Area Bounded by Almonaster Ave., GIWW, Grant St. and Paris Ave.:**

We oppose this amendment until there is more information and more public involvement, including public hearings.

**PD9-3R: Port of New Orleans: Area Bounded by Leon C. Simon and Lakeshore Drive, Chef Mentuer Hwy., France and Jordan Roads:**

We oppose this amendment until there is more information and more public involvement, including public hearings.

**PD11-1R: Port of New Orleans: Area Both Sides of Paris Ave. below GIWW:**

We oppose this amendment until there is more information and more public involvement, including public hearings.

MULTI  
PD 1, 2, 7, 8  
Text 3, 5, 6, 11, 12, 14  
15, 19



1 February 2012

New Orleans City Planning Commission

1340 Poydras Street

New Orleans, LA 70112

[cpcinfo@nola.gov](mailto:cpcinfo@nola.gov)

**Sierra Club New Orleans Office: Comments on New Orleans Master Plan Changes  
2011**

Dear Commission and Staff,

These are the comments of the Sierra Club New Orleans Office, which should be added to comment I made at the Planning Commission public hearing on the 2011 changes to the New Orleans Master Plan on 13 December 2011; my written comments submitted on the 15<sup>th</sup> of December 2011; and 10 January 2012 public comments.

We oppose all changes proposed by the Port of New Orleans along the Mississippi River.

**PD1-4R<sup>1</sup>**

**PD2-5R**

**PD7-5R**

**PD7-7R**

**PD8-1R<sup>2</sup>** We would like the Planning Commission to require access for a bike path along the top of the levee so we will have bike access from Jackson Barracks to upriver bike path which starts at Flood St. The Planning Commission Staff is requiring this type of access on the West Bank under **PD12-1R**. I know from working with the residents of the Lower 9<sup>th</sup> ward in the Holy Cross Neighborhood they have a different vision than the Port of New

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<sup>1</sup> See New Orleans Upriver Greenway Corridor Study For the Development of the Mississippi River Park prepared by US Army Corps of Engineers

<sup>2</sup> See attached photos of current views around Lower 9<sup>th</sup> Ward where Port of New Orleans is proposing changes

Orleans proposal for land-use changes in the Lower 9<sup>th</sup> Ward (**PD8-1R**). In the “Lambert Plan” pages 17-18 the Lower 9<sup>th</sup> Ward resident proposed a “Mixed use Waterfront District” which would be a mix of light industrial and residential development with access to the Mississippi River. The area is from Alabo St. to Trico St. and Bienvenue St. to the Mississippi River. There were many public and private meeting on development of this ‘new vision’ for part of the Lower 9<sup>th</sup> Ward that totally is in conflict with the Port of New Orleans proposal for “Industrial” land use. We are glad that the Port of New Orleans has worked with the Planning Commission Staff to clarify where the “line will be drawn” to ensure public access to the levee greenspace at the Andry Street Wharf area.

There need to be a more open public process to discuss the future of Port of New Orleans along the Mississippi River. There may be a need to create a Mississippi River ‘overlay’ District.

We also oppose the proposed by the Port of New Orleans along Paris Road. **PD12-1R** the Sierra Club, Lower 9<sup>th</sup> Ward Center for Sustainable Engagement & Development (CSED), Citizens Against Widening the Industrial Canal (CAWIC), National Wildlife Federation, Environmental Defense Fund, City of New Orleans Office of Coastal & Environmental Affairs, Environmental Protection Agency, Corps of Engineers and other are working on effort to restore the coastal wetland in Orleans and St. Bernard Parish know as the “Central Wetlands Unit” (Industrial Canal to Venice Canal – 40 arpent canal to the Gulf Inner coastal Water Way) placing a planned development area here would not be a suitable land use.<sup>3</sup>

We oppose the below proposed changes by Tulane University and Xavier proposed “Land Use Changes” there need to be more public discussion before we create this blanket approval for Tulane and other University in the City of New Orleans. How will these “Intuition” land use zones be used and developed by Tulane University? If they have this new “Intuition” land use be able to build buildings that are out of charter with the surrounding neighborhoods. Will this mean that Tulane can build a football stadium without any additional approval by the New Orleans Planning Commission? With the ‘scatter sites” not directly “on campus” will Tulane University be able to build new building that do not fit the ‘character’ of the surrounding homes?

**Text #14** Tulane University

**PD3-7R** Tulane University

**PD4-3R** Xavier University

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<sup>3</sup> Details in [MRGO Ecosystem Restoration Plan Feasibility Study](http://www.mrgo.gov/MRGO_restoration_study.aspx)  
[http://www.mrgo.gov/MRGO\\_restoration\\_study.aspx](http://www.mrgo.gov/MRGO_restoration_study.aspx) also see attached [Bayou Bienvenue and the Lower 9<sup>th</sup> Ward Coastal Sustainability Studio](#) LSU

**PD9 -10R Tulane University**

We oppose **PD7-3R** proposal by the New Orleans Center for Creative Arts Institute at this time until there are more details about the proposed project and it is bad policy just to change land use classification because a project 'might' happen.

**Text Changes**

1. Support text change Text #3
  - a. # 3.1
  - b. # 3.2
  - c. # 3.3
2. Support text change Text #5
3. Support text change Text # 6
4. Support text change Text # 11
5. Support text change Text # 12 the addition of reference to the ***L9 Waterfront*** in the Lower 9<sup>th</sup> Ward as one of the Greenspace connecting projects in the City, reference document ***L9 Waterfront*** submitted with Sierra Club 15 December 2011 comments.
6. Oppose text change Text# 14
7. Support text change Text # 15
8. Oppose text change Text # 19

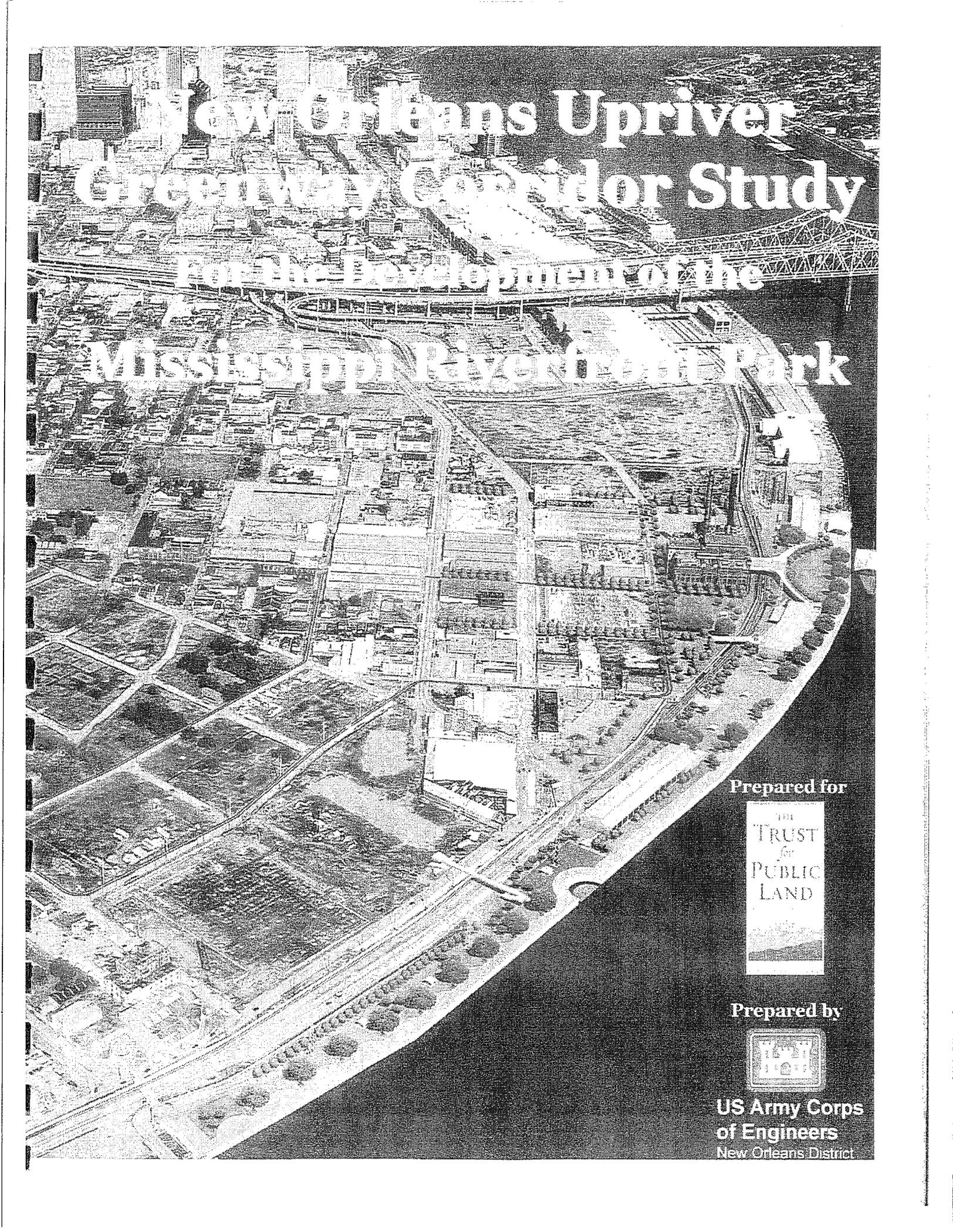
Darryl Malek-Wiley, Sierra Club

Environmental Justice and Community Partnership Organizer

716 Adams St.

New Orleans, LA 70118

504-861-4835

An aerial photograph of New Orleans, Louisiana, showing the Mississippi River and surrounding urban areas. A large, irregularly shaped area in the center of the city is highlighted in white, indicating the study area for the project. The text is overlaid on the top half of the image.

# New Orleans Upriver Greenway Corridor Study

For the Development of the  
Mississippi Riverfront Park

Prepared for



Prepared by

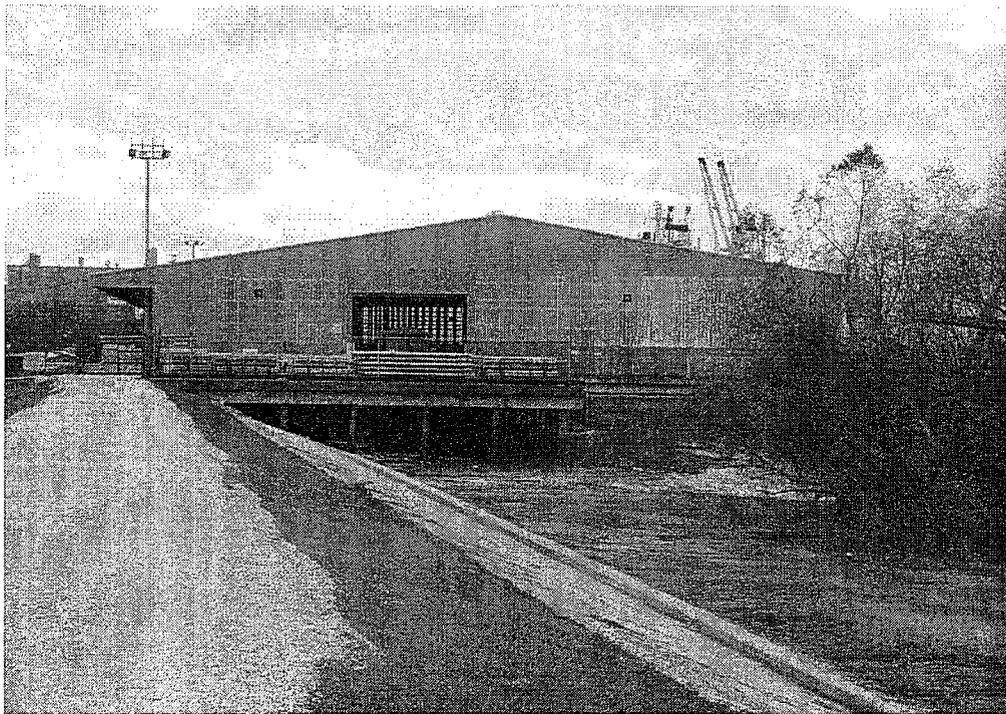


US Army Corps  
of Engineers  
New Orleans District

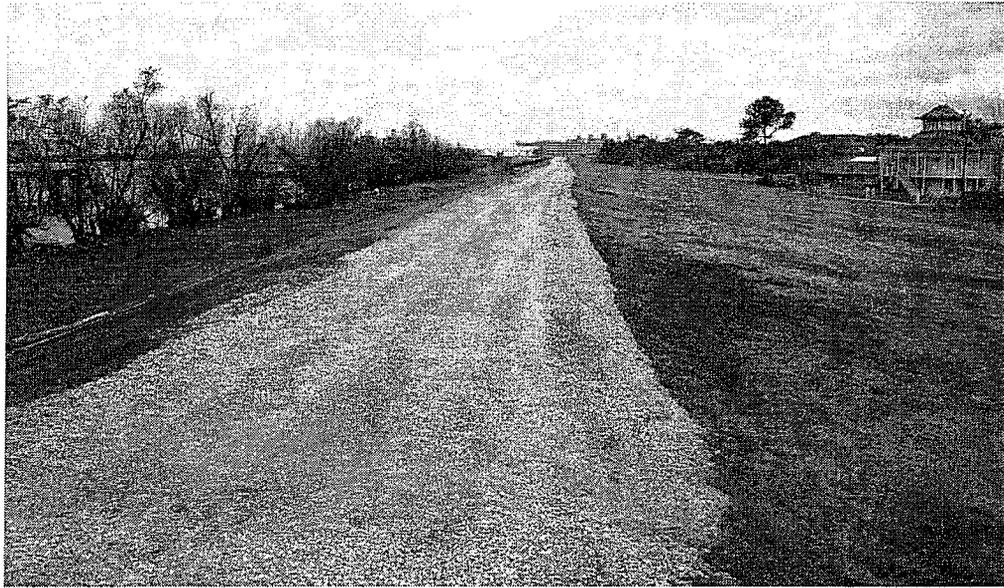
**Photos in Lower 9<sup>th</sup> Ward around proposed Port of New Orleans PD8-1R land-use changes**



Looking at Mississippi River Levee at Andry St. site of one of Port of New Orleans proposed changes. The trees in spring and summer act as a visual buffer.



Looking downriver from Andry St at current Port building, this type of building might be built at Andry St blocking Mississippi River views and access.



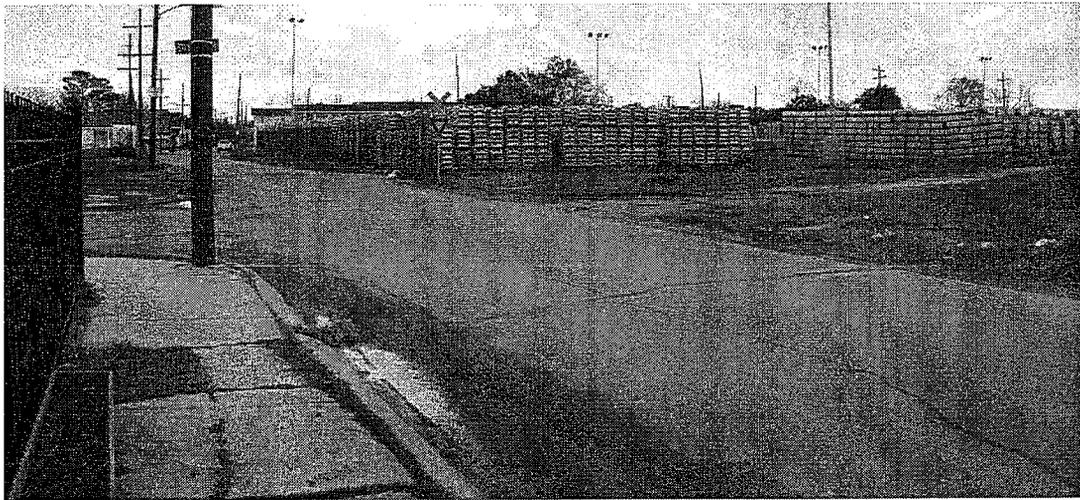
Looking upriver from Andry St at levee and greenspace actively used by residents of the Lower 9<sup>th</sup> Ward



5 of the Global Green homes at Andry St at N. Peters St.



The Guerrilla Garden one of new community gardens built since Hurricane Katrina built in the Lower 9<sup>th</sup> Ward.



Across Chartres St from The Guerrilla Garden metal storage by the Port of New Orleans. Proposed land use change might expand this metal storage to current 'open space' block that is bounded by Charbonnet St and Chartres St.

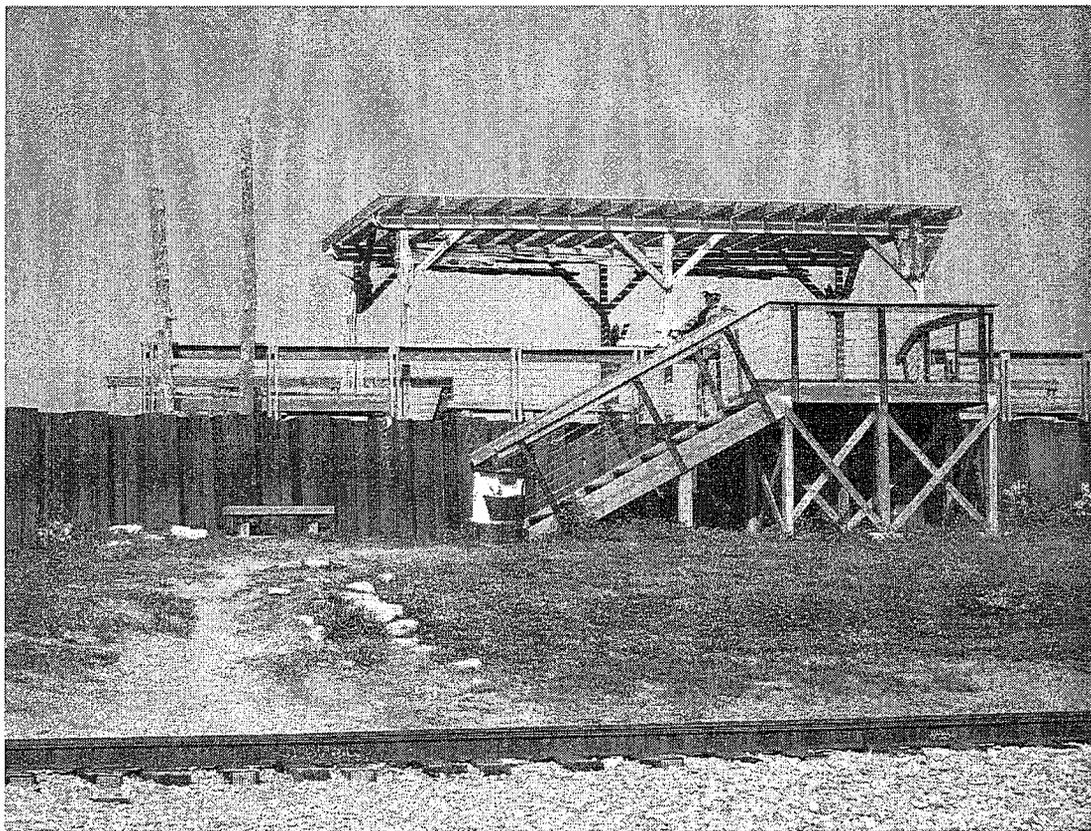


Delery St Playground build and maintained by the Holy Cross Neighborhood Association and the Friends of Delery St Park. Area upriver is proposed by Port of New Orleans for more development.

## Making sustainability public: The bayou observation deck in the Lower 9<sup>th</sup> Ward of New Orleans

Stéphane Tonnelat, translated by Eric Rosencrantz

*How can the residents of a flooded neighborhood in New Orleans, torn between reconstruction imperatives and environmental exigencies, prove its viability? Stéphane Tonnelat looks at a solution people from the Lower 9<sup>th</sup> Ward in New Orleans came up with: a platform providing access to the bayou as well as a forum for debate about the future of the neighborhood. This public space seems to have bolstered the sustainability of a neighborhood in a risky location.*

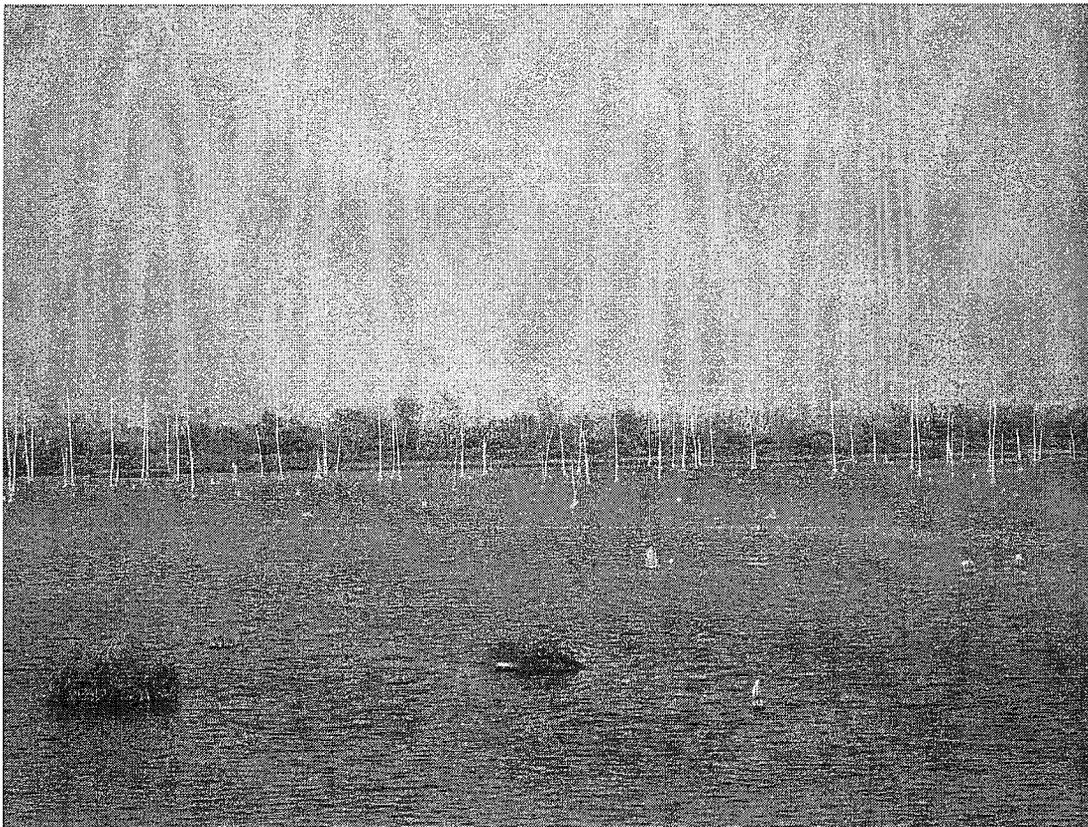


**Figure 1: Bayou Bienvenue observation deck in the Lower 9<sup>th</sup> Ward, New Orleans, where John Taylor greets visitors. ©S. Tonnelat 2010**

John Taylor, a 60-something African American sporting a baseball cap and pepper-and-salt beard, spends his days on the wooden bridge overlooking the Bayou Bienvenue on one side and the Lower

9<sup>th</sup> Ward of New Orleans on the other, where he introduces visitors to the bayou. Taylor recalls his childhood, before Hurricane Betsy hit in 1965, when the bayou was still freshwater and he'd go out fishing among the baldcypresses – in fact the stumps of the old trees can still be seen sticking up out of the water. “Back then you couldn't even see across to the other side of the bayou because the woods were so dense. And the water was covered with lily pads.” John goes on to point out that the marshland cypresses served a vital ecological purpose:

Every mile of planted bayou can reduce the flood in case of a hurricane by two feet. The bayou used to stretch all the way to the sea, 75 miles from here. So you do the math. If the bayou had still been alive in 2005, the Lower 9<sup>th</sup> wouldn't have got flooded when Katrina hit. That's all on account of the Mr. Go [Mississippi River – Gulf Outlet] Industrial Canal, which, starting in the '60s, connected the gulf directly to the bayou, bringing plenty of brackish water – which the cypresses couldn't take. But it's also on account of the canal that the waters surged into the bayou, first with Betsy in 1965 and then with Katrina in 2005, their speed and their force compounded by its funnel effect. It's because of Betsy, by the way, that they built this seawall, which has separated us from the bayou, cut us off from its riches, but above all which has kept us from seeing its gradual demise. Before this deck, most of the neighborhood folks, the ones younger than me, didn't even know the bayou existed.



**Figure 2: View of Bayou Bienvenue from the observation deck in 2010: note the protruding stumps of the baldcypresses. © S. Tonnelat**

This interview, in April 2010, was my very first lesson in delta ecology. It enlightened me not only on technical aspects of hurricane-related phenomena, but also on the history of the essential ties between this neighborhood, which was devastated by the floods, and its natural surroundings. John Taylor is a public figure by Jane Jacobs' definition (1991). He is one of the factors that is turning the future of the neighborhood and its sustainability into a public problem. What is

remarkable about this particular story is the preeminent role of the little observation deck, which has helped make the plight of the Lower 9<sup>th</sup> in the city and in the delta a visible and debatable issue.

### **An order to prove neighborhood viability**

Since Katrina struck in late August 2005, the Lower 9<sup>th</sup> Ward has become the symbol of both the disaster that hit New Orleans and the deep-seated racial inequalities that leave some more exposed to the elements than others. The neighborhood was submerged under considerable floodwaters, to be sure, though the flooding was actually comparable to that in other areas of the city, such as Lakeview, a wealthy and mostly-white neighborhood. Nonetheless, it rapidly became the textbook case of a place that perhaps should never have been developed in the first place, seeing as it is built on land located outside of the city and wedged in between various waterways. However, the Lower 9<sup>th</sup> also came to be viewed in the media and by the rest of the city as one of the crucibles of culture so peculiar to New Orleans – which, in and of itself, is deemed reason enough for its reconstruction (Regis, Breunlin and Lewis 2011). In these regards, the Lower 9<sup>th</sup> might be said to embody the breadth of the build/no-build line between land to be abandoned and land to be maintained that is so well described by Richard Campanella (2008) in his book *Bienville's Dilemma*.



**Figure 3: Explanatory map of the delta location posted in front of the deck in 2009**

In fact several post-Katrina courses of action helped raise serious questions about the validity of the very existence of this neighborhood. First of all, the residents were not permitted to return to their neighborhood for three months after the floods. Under the "Look and Leave Program" run by the city and the Red Cross, they were bussed back in, but only allowed to visit their former homes

in order to salvage whatever they could. The *New York Times* quotes Colonel Terry Ebert, Homeland Security director for New Orleans, as having claimed: “There’s nothing out there that can be saved at all” (Landphair 2007).

Then this district, along with several others in the city, found itself “green-dotted” in the 2006 BNOB (Bring New Orleans Back) plan: the residents were quite alarmed when environmentalist planners proposed replacing some low-lying neighborhoods, including the Lower 9<sup>th</sup>, with “greenspace” to serve as a retaining basin. The plan was soon scrapped in the face of city-wide protests, but it did serve as justification for Mayor Ray Nagin to require that every neighborhood prove its viability by coming up with a rebuilding plan as well as figures to show that sufficient numbers of former residents had returned. Several neighborhoods, such as Broadmoor, rose to the challenge and did a remarkable job of planning their own reconstruction and assisting returnees, which, as Samuel Bordreuil points out (2010), has had a powerful knock-on effect on other parts of the city. However, the return to the Lower 9<sup>th</sup> still appears to be held up by the sheer extent of the damage and the limited means of would-be returnees. The northern stretch of the Lower 9<sup>th</sup>, the part closest to the bayou and the most devastated, still looks a lot like a gigantic empty lot. According to the 2010 census, only 4,500 people have come back to the neighborhood out of a pre-Katrina population of 18,000.

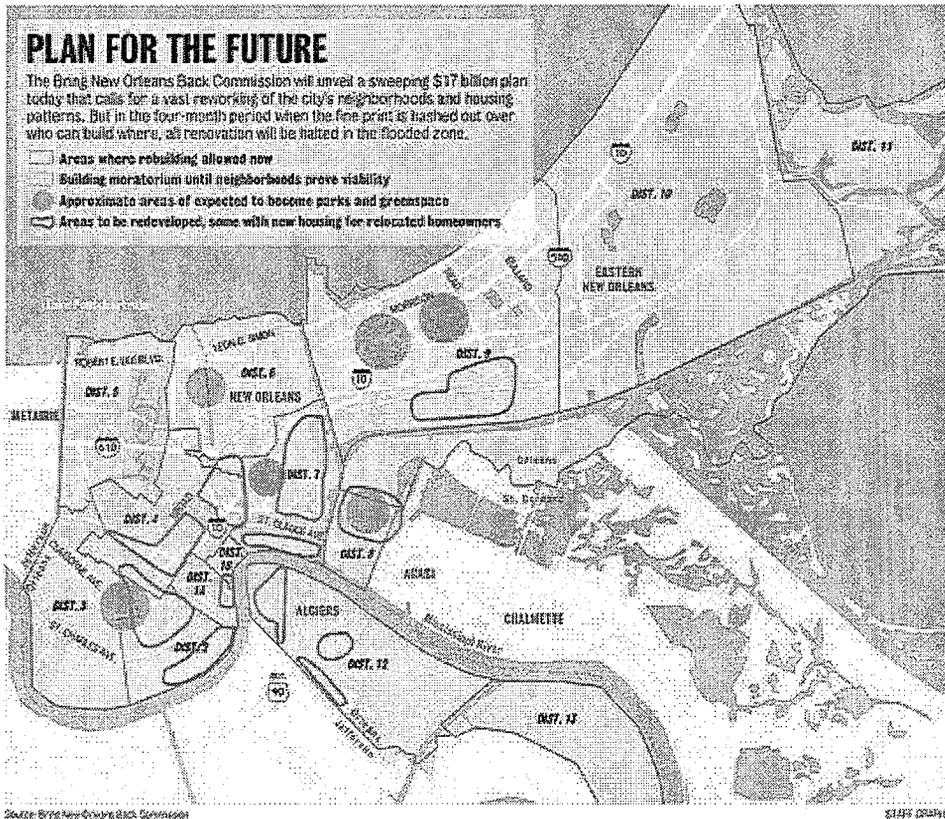


Figure 4: Bring New Orleans Back map published by the *Times Picayune* in 2006. The Lower 9<sup>th</sup> Ward (in District 8) is half covered by a red-lined green dot at the center of the map.

## **A viability model in the delta**

But the Lower 9<sup>th</sup> actually did respond to the mayor's challenge. Not through mass repatriation, as in New Orleans East ("We're viable because we're here!"), but by transforming the neighborhood, through various actions, into an ecological and cultural model of a community embedded in a big-river delta floodplain – which in turn set an example for a great many other towns the world over. The action that grabbed the most media attention was probably "Make It Right", Brad Pitt's foundation for sustainable flood-proof housing using various technical innovations (floating houses, solar panels, novel building materials etc.). Another, less conspicuous, but no less important, undertaking is a center for the environment and sustainable development set up by residents and members of the Holy Cross Neighborhood Association.

I'd like to describe one of the nodes of this ecologically-gearred movement by focusing on the seemingly minor, but, I believe, important, role of this roughly 15 m<sup>2</sup> wooden platform, built in 2008, straddling a floodwall that protects the Lower 9<sup>th</sup> from the risk of overflow from the Bayou Bienvenue. Rather than pitting the social and cultural arguments for reconstruction against the environmentalists' arguments for a return to nature, I maintain that this public space succeeds in reconciling the two perspectives by making public at once the natural history of a neighborhood made up of elder residents' memories of past experience, an elucidation of the recent disaster, a proposed remedy for the adverse development of the neighborhood since the 1960s and a scenario to ward off future disasters.

## **A public problem and a public space emerge**

The story of this observation deck begins in January 2006, when a group of professors and students of landscape architecture at the University of Colorado conducted a workshop in the Lower 9<sup>th</sup>, asking "How can one survive here?" They discovered the history of urbanization in New Orleans, a city that developed in sections perpendicular to the Mississippi. Traditionally, warehouses and single-family homes occupied the highest ground, along the banks of the river, which itself is above sea level. The farming developed behind the housing, on the tidelands. The freshwater marsh of the *bayou*, or backwater, covered the area behind the farmland, serving both as protection against flooding and as a fishing ground. So the planning grid was adapted to the river by fanning out the farmland around its twists and turns. But in 2006 the bayou was gone. It was invisible. By studying a section of the 9<sup>th</sup> ward, the students found out that it was hidden behind a triple barrier of undergrowth, rail lines and a wall of steel piling. It had also vanished from memory, save for the recollections of some elderly residents over the age of 60, who helped the students find a way in to the bayou. In parallel, a team of teachers and students from the Water Resources Management program at the University of Wisconsin-Madison, likewise drawing on the memories of the neighborhood elders, investigated the sanitary state of the bayou and ways of restoring it. But they needed a practical means of access to take measurements of the salinity of the water. The Holy Cross Neighborhood Association in the Lower 9<sup>th</sup> encouraged these initiatives, espousing the revitalization of the Bayou Bienvenue as a key neighborhood viability objective. The team of landscape architects came up with a plan for an observation deck and sent for the building materials from Colorado. In July 2007, the students and neighborhood organizers held a crab boil in front of the triple barrier. They then widened the path so residents could reach the floodwall and climb up the rungs of a ladder to catch a first glimpse of the bayou. However, the Levee Board, the administrative body in charge of the floodwall, got cold feet and threatened to take legal action against the university if the students went ahead with the construction of the platform. But the Holy Cross Association came to its defense. A well-known local architect provided assurances that the project posed no threat to the structural integrity of the wall. In fact the plan was simply to have the observation deck elegantly straddle the steel barrier, with its feet set on the crushed-stone ballast, without any foundations whatsoever. After six months of talks, the Levee Board finally agreed to

look the other way. The students came back specially from Colorado in late January 2008, during their vacation, to build the deck<sup>1</sup>.



**Figure 5: Volunteers widening the path to the floodwall that separated the neighborhood from the bayou in 2007 ©HCNA**

As soon as the observation deck was opened to the public, it became an important location in the Lower 9<sup>th</sup>. The organizers used it to get residents and visitors to come and see for themselves the neighborhood's nexus to the bayou and, with that, to the delta ecology. A great many photographs of and news reports on the deck were subsequently posted and circulated on the web. In December 2008, two community organizers, Pam Dashiell, director of the Lower 9<sup>th</sup> Ward Center for the Environment and Sustainable Development, and Darryl Malek-Wiley, a Sierra Club environmental organizer, were filmed on the deck by ABC26, a local branch of the nationwide network, explaining the stakes involved in restoring the bayou.

After the Mr. Go Canal was closed by the U.S. Army Corps of Engineers, the Water and Sewerage Administration looked into a plan to desalinate the bayou waters by discharging therein effluents from a wastewater treatment plant that is visible from the deck. The Army Corps also proposed rerouting some of the waters of the Mississippi towards the bayou so as to supply it with freshwater and dredging the mud at the bottom of the neighboring Lake Borgne so as to raise the bed of the bayou in order to facilitate the growth of semi-aquatic vegetation. The Wisconsin water management students also planted small "floating islands" in June 2009 to test the viability of various species of brackish-water plants. Another group set up an information booth on the history of the bayou. When an egret made its home on the floating islands, the residents took that as an encouraging omen. That same month, the *Times Picayune* (Reid 2009), the leading local daily, came out with a list of sights worth discovering in New Orleans: the observation deck came in ninth on the list.

When the deck burnt down in an accidental fire in June 2009, it was promptly rebuilt by the Make It Right crew and enhanced by the addition of a pergola as well as steps leading down to the

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<sup>1</sup> I'd like to thank Joern Langhorst, assistant professor of landscape architecture at the University of Colorado, for background information about the history of the observation deck.

water of the bayou. It is now a local landmark. In the fall of 2009, it was visited by Bartholomew, the Greek Orthodox Patriarch in Istanbul, who came to see the progress on the project and to bless the waters, then by Nancy Sutley, head of the White House Council on Environmental Quality, who came to assure the residents of the U.S. president's support. Both visitors were greeted by John Taylor, who gave them the same lesson in delta ecology set forth at the beginning of this article.



**Figure 6: Bartholomew I, Eastern Orthodox Archbishop in Istanbul, greeted by John Taylor on the deck in 2009 ©Ecumenical Patriarchate**

## The power of public space

Ever since the deck was built, a great many meetings have been held there and a great many people have come to assess the problem first-hand, but also to be at the very spot where words and images mesh. During my last visit to New Orleans, a group of cyclists on a Lower 9<sup>th</sup> Rebirth Bike Tour made a stop on the deck to discover the bayou there. Their guide, well trained by John Taylor himself, took advantage of the opportunity to give them a lesson in delta ecology. So the deck has become a public space in both of the usual senses of the word: as a space accessible to everyone and as a forum in which to discuss the future of the neighborhood and of the city in general (Tonnelat 2010). Thus, contrary to the calls for virtuous behavior customarily conveyed by the media, the question of the neighborhood's viability has been gradually built up through a polyphonic narrative as a public problem in the sense advanced by Dewey (2003), in that it affects people who are indirectly concerned. John Taylor is one of the public figures recognized by the community for his role as a multiplier in providing public exposure, on the observation deck, to the complexities of the neighborhood's predicament in the delta. Now, at least until the next disaster strikes, no-one in the neighborhood, in the city, or in the United States will question the Lower 9<sup>th</sup> Ward's claim to be a fully-fledged part of the city. In fact, by making the bayou *visible*, the deck has also helped make the neighborhood *viable*.



Figure 7: View of the Lower 9<sup>th</sup> Ward from the deck, 2010 © S. Tonnelat

Kai Eriksson (Erikson & Yule 1994) talks about environmental disasters caused by the invisible hand of man as a “new species of trouble” that is particularly hard to bear for the communities affected. The experience of the bayou observation deck points a way of overcoming these new obstacles and creating a shared sense of disaster and, by the same token, of the lessons to be learned from it. It is a testimony to the shareable power that a fully-fledged public space, however small it may be, can give to a neighborhood that is striving to survive in a risky location.

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**Stéphane Tonnelat** is a research fellow at the CRH-LAVUE laboratory of the CNRS (Centre National de la Recherche Scientifique). He conducts ethnographic research on various types of urban public spaces in Paris and New York. His main fields of investigation lie in urban interstices (wastelands, empty lots), parks and gardens, subways and ferries. He is currently working on two book projects: one with William Kornblum on interactions in the New York subway, especially at two stations in Queens on the #7 line; and one with Michèle Jolé on the uses of parks and public gardens in Paris.

His personal page is: <http://stephane.tonnelat.free.fr/>

## To cite this article:

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URL : <http://www.metropolitiques.eu/Making-sustainability-public-The.html>

Mult;  
PD**Paul Cramer**

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**From:** Lydia Z. Jemison [jempart@bellsouth.net]  
**Sent:** Tuesday, January 31, 2012 10:52 AM  
**To:** Yolanda W. Rodriguez; Leslie Alley (lalley@cityofno.com); Paul Cramer  
**Cc:** Pat Gallwey; Clay Miller  
**Subject:** PONO Letter to CPC Missing Enclosures  
**Importance:** High  
**Attachments:** PONO Letter to CPC Jan 27, 2012.pdf; ORIGINAL Mixed-Use Maritime Industrial Land Use Category Text & Map Changes.pdf; Original PONO Site No. 9.pdf; Revised Text and Map Change.pdf; PONO Revised Site No. 9 Map.pdf

Good Morning:

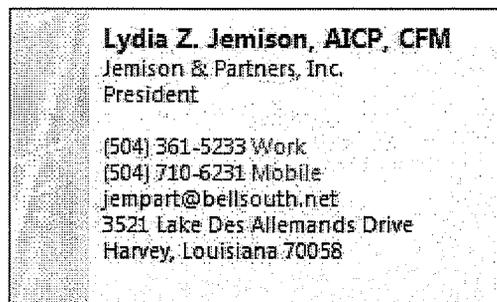
Some enclosures were inadvertently left out of the letter sent to the CPC from the Port of New Orleans dated January 27<sup>th</sup>. Attached for your reference is the letter along with the missing enclosures as follows:

- Original text change and associated map change (PONO Site No. 9)
- Revised text change and revised associated map change (Revised PONO Site No. 9)

We apologize for any inconvenience and hope this aids in your understanding of the port's positions. Please do not hesitate to call should have any questions or like to discuss.

Thanks.

Lydia Z. Jemison  
Port Planning Consultant





**PORT OF  
NEW ORLEANS**

**GARY P. LAGRANGE, PPM**  
President and Chief  
Executive Officer

January 27, 2012

New Orleans City Planning Commission:  
Craig Mitchell, Chair  
Kelly Brown, Vice-Chair  
Lynes R. Sloss  
Louis J. Volz, III  
Sandra Duckworth  
Lois Carlos-Lawrence  
Joseph Williams  
Pamela Bryan  
George Amedee

1340 Poydras Street -- Suite 900  
New Orleans, Louisiana 70112

Re: *Plan for the 21st Century: New Orleans 2030 Master Plan*  
*Response to Preliminary Staff Report on the 2011 Master Plan Proposed Amendments*  
Port of New Orleans Proposed (1) Text Change and (9) Map Changes

Dear Ladies and Gentlemen of the City Planning Commission:

The Board of Commissioners of the Port of New Orleans (PONO) has reviewed the City Planning Commission (CPC) *Preliminary Staff Report on the 2011 Master Plan Proposed Amendments* dated January 10, 2012. As you know the PONO has proposed a total of 10 changes to the New Orleans Master Plan, including 1 text change and 9 map changes. Our primary purpose in requesting these changes to the master plan is to match land use with the most appropriate land use category available, which for the most part is "Industrial".

In the Preliminary Staff Report, the CPC staff concurs with only two of the PONO requested changes. While we appreciate CPC staff's concurrence on these two requested map changes the recommendations fail to recognize the existing and potential maritime related uses.

For the remaining eight PONO requested changes, the CPC staff either recommends no change (against the proposed change) or recommends a land use category which is inconsistent with maritime use of the property. If enacted, these preliminary recommendations may impede international maritime commerce and do not accurately reflect existing or historic land use. Consequently, the PONO respectfully requests the CPC to reconsider each of the proposed land use changes in dispute as follows:

**Text Change (CPC Text Amend No. 9) and Corresponding Map Change (PONO Site. No. 9, CPC Nos. PD 6 - 3.R and PD 9 - 3.R)**

BOARD OF COMMISSIONERS OF THE PORT OF NEW ORLEANS

Post Office Box 60046 \* New Orleans, Louisiana 70160 \* Tel: 504-528-3203 \* Fax: 504-528-3397

The PONO originally requested a text change to create a new land use category entitled "Mixed Use Maritime Industrial". The purpose of this new category was to accommodate existing maritime industrial development and new trends in land use on the Inner Harbor Navigation Canal (IHNC) that include an existing marina and recreational vehicle park and future marina commercial type uses such as waterfront restaurants, shops, short-term vacation condominiums and hotels. A corresponding map change was proposed to implement the new land use category on both sides of the IHNC from Chef Menteur to Hayne Boulevard.

In August of 2011 at the request of CPC staff, the PONO submitted a revised text change and associated map change. The amended text change focused on the marina commercial uses only and excluded the maritime industrial type uses. The map change was reduced in area to only apply to the northwest portion of the IHNC, with the remaining property to remain "Industrial".

The CPC preliminary recommendation is for no change to the text of the master plan, rejecting both the original PONO requested new land use category and the subsequent revised version. The PONO favors the original version of the text change, however the revised version of the text change is the least we can accept.

As to the map change, the CPC recommends a combination of the existing "Mixed Use Maritime" and "Mixed Use Medium Density" land use categories in the northwest portion of the IHNC and the remaining area to remain "Industrial". The problem with "Mixed Use Maritime" and "Mixed Use Medium Density" categories is they allow permanent residential development, which is incompatible with the maritime and industrial uses on the IHNC. The PONO does not want any land use category imposed on the IHNC that allows permanent residential development.

We are hereby reiterating our request for implementation of the original new land use category on the larger area of the IHNC contained in the original map change because this would give the PONO the greatest flexibility, allowing the new marina commercial development while accommodating the core maritime and industrial uses present on the IHNC. The very least we can accept is the revised new land use category implemented in the northwest corner of the IHNC indicated on the revised map. The other CPC recommended land use categories ("Mixed Use Maritime" and "Mixed Use Medium Density") do not work for the IHNC.

#### **PONO Site No. 1, Mississippi River to Henderson Street (CPC No. PD 2 - 5.R)**

The PONO originally requested changes for this property from "Transportation", "Parkland and Open Space" and "Mixed Use High Density" to "Industrial". The site contains an inactive ferry terminal, the Robin Street Wharf and the former River City complex which currently houses Blaine Kern Mardi Gras World.

The CPC recommends no change. The PONO has re-evaluated this site and now concurs with the CPC recommendation for that portion of the property from Jackson Avenue to Race Street to remain "Transportation" and "Parkland and Open Space".

However for that portion of the property north of Race Street, the PONO will retain the existing maritime use of the property and reiterates the request to change the property from "Mixed Use High Density" to "Industrial".

**PONO Site No. 2, Mississippi River to Elysian Fields (CPC No. PD 1 - 4.R and PD 7 - 7.R)**

The PONO requests a change for the property from "Parkland and Open Space" to "Industrial". This site will continue to have active industrial maritime PONO facilities. The City of New Orleans and the PONO have executed a cooperative endeavor agreement (CEA) regarding development of maritime and non-maritime uses on the Mississippi Riverfront. The CPC recommendations for this property are inconsistent with the CEA.

**PONO Site No. 4, Mississippi River and Andry/Alabo Street Wharves (CPC No. PD 8 - 1.R)**

The PONO requested changes from "Parkland and Open Space" and "Mixed Use Medium Density" to "Industrial" and agreed to allow "Parkland and Open Space" on the crown of the levee for neighborhood recreational use while maintaining the integrity of the maritime activity from the batture side of levee to the Andry Street Wharf.

The CPC recommends the change to "Industrial" only for the riverside of the levee (on the batture) from Lizardi to Flood Street. Unfortunately, the CPC recommendation does not take into account the active Alabo Street Wharf complex with marshalling yards and warehouses certified with the London Metal Exchange (LME) along with an active rail line that diagonally traverses the property. New Orleans is now the second-largest LME site in the country and has more copper, zinc and steel in storage than any other place in the United States. These warehouses and marshalling yards are critical to the handling and storage of metals which are being stockpiled due to the downturn in the economy. The PONO needs "Industrial" for this site to support the LME metal commodities and existing maritime uses.

**PONO Site No. 6, North Side of the Gulf Intracoastal Waterway west of the Paris Road Bridge (CPC No. 9 - 2.R)**

The PONO requested a change from "Planned Development Area" to "Industrial". The CPC recommends no change.

The PONO purchased the 100-acre site approximately 30 years ago as industrial property. The site is located on the Gulf Intracoastal Waterway (GIWW), a national shipping channel created over 100 years ago to support the maritime industry. The site is adjacent to property on both sides that is categorized as "Industrial". The PONO requests "Industrial" to support maritime uses on the shipping channel. Even under "Industrial" category, the PONO carefully follows federal and state environmental requirements and permitting, making the additional local review required under the "Planned Development Area" cumbersome.

**PONO Site No. 7, South Side of the GIWW on Paris Road (CPC No. 11 - 1.R)**

The PONO requested a change from "Natural Area" to "Industrial". The CPC recommends a change to "Planned Development Area".

The PONO also purchased this 200-acre site approximately 30 years ago as industrial property. This site is also located on the GIWW, a national shipping channel. As with the previous site, the PONO requests "Industrial" to support maritime uses on the shipping channel.

**PONO Site No. 8, Mississippi River and Patterson Street in Algiers (CPC No. 12 - 1.R)**

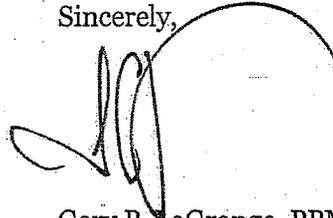
The PONO requested changes from "Residential Low Density Pre War" and "Parkland and Open Space" to "Industrial". The CPC recommends "Mixed Use Medium Density", retain "Parkland and Open Space" on the top of the levee and "Industrial" on the batture side of the levee.

The "Mixed Use Medium Density" and "Parkland and Open Space" are inconsistent with industrial nature of the existing ship repair facility. The PONO requests "Industrial" for the whole site to allow for support activities and lay down area necessary to support the existing ship repair operations.

In closing, we hope this explanation enhances understanding of the proposed PONO changes to the master plan presently under consideration. We have diligently worked with the CPC staff by providing tours of the port facilities and participated in a number of meetings to thoroughly discuss the underlying reasoning for the requested changes.

We urge your approval of these proposed changes to enable the PONO to continue its mission to support international maritime commerce, an industry responsible for 160,498 jobs, \$8 billion in earnings, \$17 billion in spending and \$800 million in taxes statewide.

Sincerely,



Gary P. LaGrange, PPM

GPL/crp

Enclosures

Original Text Change and Associated Map Change (PONO Site No. 9)  
Revised Text Change and Revised Associated Map Change (PONO Site No. 9)  
Maps (PONO Site No. 1, 2, 4, 6, 7 and 8)

CC: Jacquelyn Brechtel Clarkson, Council President  
Eric Granderson, Interim Vice-President  
Susan G. Guidry, District "A" Councilmember  
Stacy Head, District "B" Councilmember  
Kristin Gisleson Palmer, District "C" Councilmember  
Cynthia Hedge-Morrell, District "D" Councilmember  
Jon D. Johnson, District "E" Councilmember  
Mitch Landrieu, Mayor  
Yolanda Rodriguez, CPC Executive Director

**PLAN FOR THE 21ST CENTURY: NEW ORLEANS 2030**  
**PROPOSED TEXT AND MAP CHANGES**  
**CITY PLANNING COMMISSION**

**BOARD OF COMMISSIONERS OF THE**  
**PORT OF NEW ORLEANS**

**PURPOSE:** To accommodate resort type development related to boating and sport fishing.

**TEXT CHANGE**

**1. New Land Use Category - Proposed Addition to Section 14.12**

**MIXED-USE**

**MIXED-USE MARITIME INDUSTRIAL**

**Goal:** Preserve and provide areas for maritime-related traditional industrial uses and recognize maritime-related commercial and static multiple family residential uses located on the Inner Harbor Navigation Canal (IHNC) north of Chef Menteur Highway.

**Range of Uses:** Marinas, marina maritime-related commercial uses such as restaurants, retail establishments and hotels, yacht clubs, maritime associations, community sailing, recreational uses, recreational vehicle (RV) parks, boathouses, multiple family static residential, and maritime-related industrial uses.

**Development Character:** Located adjacent to major waterways that are conducive to marine activities and waterfront vistas. Landscaping and buffers can be employed by non-industrial uses to ease transition to traditional maritime-related industrial uses with the understanding that attraction to such waterfront areas includes views of traditional maritime-related industrial operations.

**2. Addition of Definition for Multiple Family Static Residential**

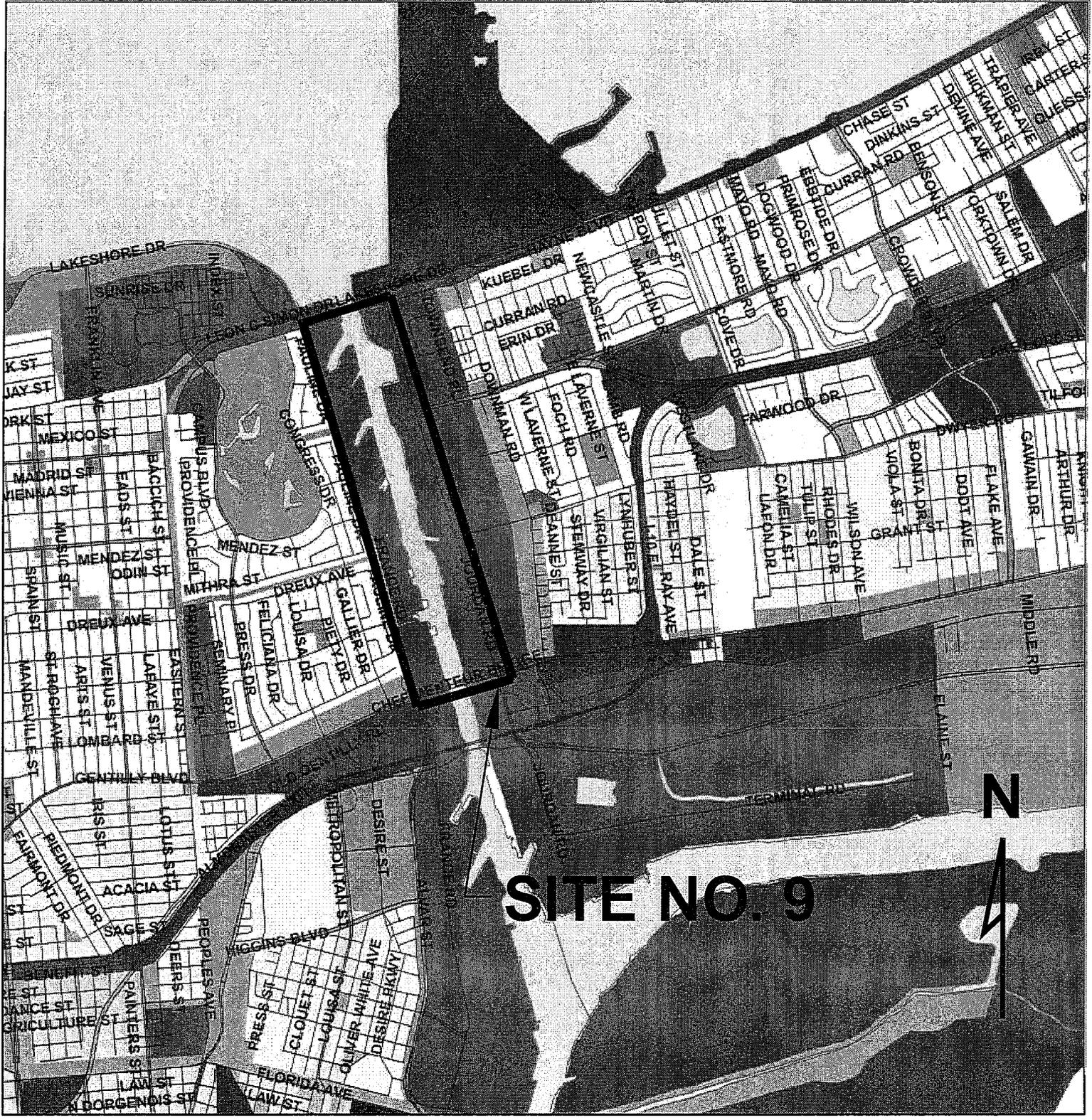
**Multiple Family Static Residential:** Residential development with three or more units that can be leased or rented for a limited amount of time and managed by a community association or by the lessee of the underlying property, which is not permanently inhabited on a continuous basis by the same occupant.

***PLAN FOR THE 21ST CENTURY: NEW ORLEANS 2030***  
**PROPOSED TEXT AND MAP CHANGES**  
**CITY PLANNING COMMISSION**

**Map Change**

A corresponding map change to **Planning District Land Use Map Nos. 6 and 9** to implement the new "Mixed-Use Maritime Industrial" land use category to that area currently categorized as "Industrial" with the following boundaries:

<b>North:</b>	Leon C. Simon and Lakeshore Drives
<b>South:</b>	Chef Menteur Highway
<b>West:</b>	France Road
<b>East:</b>	Jourdan Road



**SITE NO. 9**



**REVISED TEXT AND MAP CHANGE**  
**PLAN FOR THE 21ST CENTURY: NEW ORLEANS 2030**  
**PROPOSED TEXT AND MAP CHANGES**  
**CITY PLANNING COMMISSION**

**BOARD OF COMMISSIONERS OF THE**  
**PORT OF NEW ORLEANS**

**PURPOSE:** To accommodate resort type development related to boating and sport fishing.

**TEXT CHANGE**

**1. New Land Use Category - Proposed Addition to Section 14.12**

**MIXED-USE**

**MIXED-USE MARITIME INDUSTRIAL COMMERCIAL**

**Goal:** Preserve and provide areas for maritime-related traditional industrial uses and recognize maritime-related commercial and ~~static multiple family residential~~ uses located on waterfront areas such as the Inner Harbor Navigation Canal (IHNC) north of Chef Menteur Highway.

**Range of Uses:** Marinas, marina maritime-related commercial uses such as restaurants, retail establishments and hotels, yacht clubs, maritime associations, community sailing, recreational uses, recreational vehicle (RV) parks, boathouses, ~~multiple family static residential~~ timeshare/transient vacation rentals, and maritime-related industrial uses.

**Development Character:** Located adjacent to major waterways that are conducive to marine activities and waterfront vistas. Landscaping and buffers can be employed by non-industrial uses to ease transition to traditional maritime-related industrial uses with the understanding that attraction to such waterfront areas may includes views of traditional maritime-related industrial operations.

**2. ~~Addition of Definition for Multiple Family Static Residential~~**

**~~Multiple Family Static Residential:~~** Residential development with three or more units that can be leased or rented for a limited amount of time and managed by a community association or by the lessee of the underlying property, which is not permanently inhabited on a continuous basis by the same occupant.

**REVISED TEXT AND MAP CHANGE**  
**PLAN FOR THE 21ST CENTURY: NEW ORLEANS 2030**  
**PROPOSED TEXT AND MAP CHANGES**  
**CITY PLANNING COMMISSION**

**Map Change**

A corresponding map change to **Planning District Land Use Map Nos. 6 and 9** to implement the new "Mixed-Use Maritime ~~Industrial~~ **Commercial**" land use category to that area currently categorized as "Industrial" with the following boundaries:

- North:** ~~Leon C. Simon and Lakeshore Drives~~ **Hayne Boulevard**
- South:** ~~Chef Menteur Highway~~ **750' from the south end of Slip No. 5, which is situated at an angle to France Road generally located between Prentiss Avenue and Mendez Street.**
- West:** France Road
- East:** Jourdan Road **IHNC**



PD 7-2.R PD 8-1.R  
PD 11-1.R



January 31, 2012

City Planning Commission  
1340 Poydras St Suite 900  
New Orleans, LA 70112  
[dwthayer@nola.gov](mailto:dwthayer@nola.gov)

[www.helpholycross.org](http://www.helpholycross.org)

Dear Commissioners and Staff,

We confirm Master Plan comments made verbally at the hearing of 1/10/12.

First, on PD7-2R, we observe that the Holy Cross Neighborhood seems to fit the criteria of "historic urban core". Holy Cross did not choose the canal. However, we think it time for the St. Claude Bridge and Lock to be seen as greenway connectors within an unbroken city. These historic canal structures, paid for by citizens here, are a nationally significant achievement. We ask you to look at Holy Cross with these connectors, as unbroken historic urban core, and take responsibility to safeguard all these assets within and for our City.

Second, on PD8-1R, the staff recommendation that river side of the levee from Flood to Lizardi be zoned for port industrial usage does not appreciate the harm this would cause. The Steamboat houses are here, and the Global Green development. This cherished and heavily travelled historic area must not be compromised by industrialization. We feel strongly the levee here must remain OS/P entirely.

We have not found any of these changes in the Port's 15-year plan, or in any previous public discussion. The Lower Ninth Ward/Holy Cross open planning for over six years has developed a different vision. Further deliberation seems more prudent than arbitrary change. These are critical areas.

Third, on PD11-1R, we are concerned about viability of Bayou Bienvenue. Because of the known Corps bias for development we ask the CPC to rely on the judgment of independent wetland scientists before considering a change from OS/P. "Historic" claims for industrial use come after survival of a healthy bayou. There are other available industrial zoned parcels, only one Bayou Bienvenue.

Thank you.

Sincerely,

William Waiters  
President

**CPCinfo**

**From:** Che' Gilliland [che.energy@yahoo.com]  
**To:** CPCinfo  
**Cc:**  
**Subject:** New Orleans Master Plan  
**Attachments:**

**Sent:** Thu 1/26/2012 9:50 PM

New Orleans City Planning Commission  
1340 Poydras Street  
New Orleans, LA 70112  
cpcinfo@nola.gov

Zoning Comments general and for Planning District 8 & part of  
PD 11, Lower Ninth Ward/Bayou Bienvenue Area

Dear Commission and Staff,

I would like to add these comments in concurrence with the Sierra Club's viewpoint regarding  
New Orleans Master Plan as it relates to the Lower 9th Ward and Bayou Bienvenue and the Ports.

1. Support the fact that Barrow Pits are not allowed in Orleans Parish
2. Support Environmental Sensitive Area zoning of properties in New Orleans East near the Bayou Sauvage National Wildlife Reserve.
3. Need added to zoning document:
  - a. Zoning rules and regulations for the operation and placement of Auto 'Junk Yards—Auto Parts—pull your - own operations' this is a real problems along Old Gentilly Ave and Almonaster Ave'
    - i. Possible ground water pollution
    - ii. Possible fire on the sites with air pollution impact on surrounding neighborhood.
  - b. Zoning Rules and regulations need for concrete disposal site and the breaking up of concrete. A number of site have been developed along Almonaster Ave over the last few year (2009 - 2010) also one located at Higgins Blvd and Alvar St started just this year.
    - i. Dust from sites air pollution issue for surrounding neighborhoods
  - c. Zoning rules and regulation related to 'wood recycling' sites along Almonaster Ave.
  - d. Are there rules and zoning regulations for the location and operations of construction waste landfills in Orleans Parish? We support the banning of any new landfills or waste transfer sites in Orleans Parish
  - e. Need to include in zoning rules and regulations for all commercial and industrial site better control rainwater run - off . Need to work with the Sewage & Water Board in their EPA permitting process to better control storm - water run - off in Orleans Parish
4. Do not support proposal of Port of New Orleans to Change zoning along Gulf Intercoastal Waterway on the north side between the IGWW and Almonaster Ave to industrial zoning 3 | P a g e without some site review of the small remaining cypress swamp and wetlands areas in the area of proposed change (This might be under the Master Plan Changes PD9 - 18)
5. Do not support proposal of Port of New Orleans to Change zoning along Gulf Intercoastal

Waterway along the south side of the IGWW along Paris Road. (This might be under the Master Plan Changes "PD11 - 18)

- a. This area should be zoned as an Environmental Sensitive Area for the properties currently without any development.
  - i. There needs to be a close look at the current development sites to see if they have the proper permits for the developments that are currently operating along Parish Road in Orleans Parish.
- 6. The area in District 11 south of the Gulf Intercoastal Waterway and north of Planning District 8 should be zoned as Coastal Zone or Environmental Sensitive
- 7. The Bayou Bienvenue area in planning District 8 directly adjacent the Florida Ave between the St. Bernard Parish Line and the Inner Harbor Navigation Canal should be zoned a Open Space and Park land,
  - a. With the understanding that there are several projects being worked on by the City of New Orleans, New Orleans Sewage & Water Board, the Lower 9th Ward Center of Sustainable Engagement & Development, and other to plan coastal restoration projects in the 433 acre of open water.
- 8. The entire area south of the Gulf Intercoastal Waterway in Orleans Parish except the land where Southern Scrape currently operates should have no zoning which would allow any development not in keeping with a open space – parkland zoning.
- 9. Support rezoning Delery St Riverfront Playground to OS/N. (Delery/MR levee/Tricou extension/Alhambra).
- 10. Support staff recommendation for MI zoning along Mississippi River if this zoning will allow the following usage.
  - a. The area in front of Jackson Barracks along the Mississippi River, which we think should be more properly OS/N (Delery to St B Parish line on batture). This section of the Barracks includes remarkable setting of antebellum homes of interest to the public, and viewable from the levee
  - b. Oppose Port of New Orleans proposed Master change "PD8 - 18"
  - c. Support vision developed by the Lower 9th Ward Neighborhood during the Lambert Planning process on pages 17 - 18 of the Lambert plan for a mixed use area along the Mississippi River between Albo St to Tricou St and from Bienvenue St. to the Mississippi River.
- 11. The levee on both sides of the floodwall between Urquhart St to Florida Avenue you have recommended MI/HI. I do not agree. All neighborhood plans and plans of the Corps of Engineers have this area designated as park/open space/recreation (OS/N). This area has been cleaned up from industrial use at great public expense and has no anticipated industrial use.

For the record I support the changing of the Planning District boundaries between the 11th and the 8th District. The current line for planning district 11 extends south of the Gulf Intercoastal Waterway along Paris Road to the northern side of Bayou Beinvenue then eastward along the Orleans Parish –St. Bernard Parish boundary then along Florida Ave in the Lower 9th Ward. As the Planning Commission knows from the planning efforts since Hurricane Katrina, a number of neighborhood groups in the Lower 9th Ward along with a number of local and national Environmental NGO's, the City Of New Orleans and the New Orleans Sewage & Water Board have been rethinking the value and use of the area current in the 11th planning district. It makes sense to redraw the Planning District boundaries between the 11th and the 8th District so that the area south of the Gulf Intercoastal Waterway is included in the planning District 8. Please let me know the process for changing the Planning District boundaries between the 11th

and the 8th District

I volunteer with and support the Comments submitted by the Lower 9th Ward Center for Sustainable Engagement

& Development and the Holy Cross Neighborhood Association.

Please notify me of future public meeting related to the City of New Orleans Zoning changes and the New Orleans Master Plan Changes.

Sincerely,

Che' Gilliland

5014 Royal St., NOLA 70117